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MOET & CHANDON'S
DRY IMPERIAL... 1 Doz Quarts \$35
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SOLE AGENTS—
H. PRICE & CO.,
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Hongkong Daily Press.

ESTABLISHED 1857.

CLUB WHISKY
THE BEST VALUE ON THE
MARKET.
Per Doz. ... \$15
H. PRICE & CO.,
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No. 14,001

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日亥初月正年亥十二緒光

HONGKONG, FRIDAY, FEBRUARY 6TH 1903

伍拜禮

號陸月式年零百九千壹英港

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RAINIER BEER
"THE FINEST BEER BREWED
IN AMERICA."
PER CASE 6 DOZEN PINTS } \$18.00
4 QUARTS }

A. S. WATSON & CO.
LIMITED,
WINE AND SPIRIT MERCHANTS.
ESTABLISHED 1841.
SOLE IMPORTERS.

**CUTLER, PALMER
& CO.'S**

OR \$11.75 PER DOZEN

NET

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to
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**HONGKONG HIGH-LEVEL TRAM-
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7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
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9.00 a.m. to 9.30 a.m. ... Every 15 minutes.
9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.
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8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.
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8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
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9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.
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NIGHT CARS as on Week Days.
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Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Com-
pany's Office, 36 & 40, Queen's Road Central,
JOHN HUMPHREY & SON,
General Managers.
Hongkong, 1st October, 1902. [a2012]

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CYCLE
PORIUM.**

THE pleasure of cycling consists in having
a First-class Machine, and the above
Establishment is always leading in this respect.
We are Agents for the famous "NEW
HOWE" and "MONOPOLE" CYCLES,
and we also supply fittings of every description.
Bargains can be had in Second-hand Machines.
Repairs executed with promptitude and skill.
Examining a Speciality.
McKIRDY & CO.,
43 & 43A, QUEEN'S ROAD EAST.
Hongkong, 4th April, 1901. [a2584]

**MACLAREN'S IMPERIAL
CANADIAN CHEESE,**
IN JARS (MEDIUM AND SMALL).

Wholesale and Retail from

LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, 22nd October, 1902. [a190]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks of 375 lbs. net 16 per Cask ex Factory.
In Bags of 250 lbs. net 13.75 per bag ex Factory.
SHEWAN, TOMES & CO.,
General Managers.
Ho gong, 3rd December, 1902. [a3281]

WINCHESTER CARBINES.

12 SHOT REPEATING. CALIBRE 44.

Excellent arm for Travellers in the interior
of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

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14, DES VREUX ROAD. [2746]

DAVID CORSAIR & SON
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBERG & CO.
Sole Agents.
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WITH ALL REQUISITES.

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JUST PUBLISHED.

"A SOLDIER'S LOVE STORY": A
ROMANCE OF HONGKONG; AND "SELF
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T. SQUARES, SET SQUARES,
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WILLIS' THREE CASTLE
CIGARETTES.

WILLIS' TOBACCO.

ENGLAND'S SUPERIOR
EGYPTIAN CIGARETTES.
LAMBERT AND BULLER'S MAY
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LADIES' AND GENTLEMEN'S BOOTS
AND SHOES, SUPERIOR QUALITY.

**THE CHOICEST AND BEST
VARIETIES OF
CONFECTIONERY**

FROM

PARIS, LONDON, BOSTON, NEW YORK.

G. GIRAULT,

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FOR THE RACES.

CHAMPAGNES.

POMMERY AND GRENOL, LOUIS ROEDERER.

BOLLINGER, KRUG.

GIESLER, LANSON.

IRROY, PAUL DOMMIER.

CALDBECK, MACGREGOR & CO.

SOLE AGENTS, HONGKONG AND CHINA.
Hongkong, 30th January, 1903. [a35]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$25 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY

\$12.50 PER CASE.

**THE ELITE OF WHISKY—
THE "PALL MALL,"**

\$22 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL
BLEND WHISKY,**

\$11.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

LANE, CRAWFORD & CO.

NEW STOCK OF ENGLISH SADDLERY.

PIGSKIN SADDLES FROM 6 TO 12 LBS.

RACING SADDLES 3½ LBS. POLO SADDLES 7 LBS.

NUMNAHS AND WEIGHT CLOTHS.

BRIDLES, GIRTHS, SPURS, BITS.

STIRRUP IRONS AND LEATHERS

RIDING WHIPS, &c.

LANE, CRAWFORD & CO. [a34]

COTTAM & CO.

GENTLEMEN'S COMPLETE OUTFITTER;
DENT'S WALKING AND DRIVING GLOVES,
DRESSING GOWNS, TRAVELLING RUGS,
WARM UNDERCLOTHING, &c., &c.

NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY!

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

HONGKONG ELECTRIC CO. OR SIEMSEN & CO. [a70]

"KEEP PACE WITH THE TIMES"

BY DRINKING THE WHISKY OF TO-DAY

"SCOTLAND'S BEST."

WATKINS, LD., HONGKONG.

**PHOTOGRAPHIC PLATES, PAPERS
AND CHEMICALS**

EASTMAN'S KODAKS, FILMS AND ACCESSORIES,
DEVELOPING AND PRINTING UNDERTAKEN

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CHAMPAGNE "MONOPOLE."

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PURVEYORS TO THE IMPERIAL COURT AT BERLIN.

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THE CHINA LIGHT & POWER CO., LD.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND
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INCANDESCENT LAMPS, ARC LAMPS AND
NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to— THE MANAGER OF WORKS AT HUNGHOM;

SHEWAN, TOMES & CO., General Managers.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1903.

TUESDAY, WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY),
10th, 11th, 12th and 14th FEBRUARY.

TICKETS OF ADMISSION to the GRAND
STAND AND ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, LD.,
or at the Gate. Price \$7 for the Meeting
(excluding the Off-Day), or \$3 per day.
Tickets for the Off-Day, \$2.
No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [a17]

HONGKONG JOCKEY CLUB

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND AND ENCLOSURE during
the Races on the 10th, 11th, 12th and 14th
instant.

An Enclosure will be reserved for Members
and Members' Wives and Families, Tickets for
which are being sent out with the Members'
Tickets.

All Tickets must be produced to gain
admission.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [a18]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the
ENCLOSURE of the RACECOURSE
during the Race Day WITHOUT TICKETS,
which can be had on application to the Under-
signed.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [a19]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.

The BEST NITRO-POWDER IN THE WORLD.

PRICE OF 12-BORE CARTRIDGES—
Loaded with Powder only. With Powder.

Primrose Cases ... \$8.25 ... \$3.00

Pogonoid Cases ... 6.85 ... 8.60

Ejector Brass Cases ... 7.50 ... 9.25

Apply to—

WM. SCHMIDT & CO.,
Gunmakers,
Hongkong. [a165]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th December, 1902. [a340]

HOTELS

HING KEE HOTEL.

(ESTABLISHED 1873)

MACAO.

THIS First-class and well-famed establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bed-rooms.

Cuisine Excellent. Prompt Attendance.

Terms very Moderate.

L. HING KEE, Proprietor

Telegraphic address "HINGKEE" [a184]

"BOA VISTA"

(HOTEL-SANTARIUM OF SOUTH
CHINA)

MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous of
a few days' rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (ss. *Houngshan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address: "BOAVISTA."

For Terms, apply to

THE MANAGER.

VICTORIA HOTEL,

SHAMEN, CANTON.

BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a153]

HOTELS.

HONGKONG HOTEL

A First Class Hotel in every respect.
Elegantly furnished Reading, Drawing
Room, and Smoking Room.
Private Bar and Billiard Rooms for Hotel
residents.
Dining Accommodation for 300 persons.
Private Dining Rooms.
Special Dining Room for large parties.
Ladies' Afternoon Tea Rooms with European
Matron in attendance.
Ladies' Cloak Room.
Ping-Pong Room.
Hydraulic Elevators to every floor.
Electric Lighting.
Electric Fans (if required).
Hot and Cold Water throughout.
Wines and Groceries specially imported by
the Hotel.
Wines cooled by Hotel refrigerating
machinery.
Hotel Linen washed on the premises by
machinery.
Bedroom Accommodation—131 rooms.
Fire Extinguishing Mains and Emergency
Exits on every floor.

CHARLES MODERATE.

H. HAYNES,

Manager.

**THE
PEAK HOTEL.**

Admirably Situated. Sheltered from the
North-East Monsoon and Open to the South-
West Monsoon.

A COVERED GANGWAY LEADS
FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.

Telephone No. 29.
Town Office: 7, DUNDRELL STREET. [a990]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms specially reserved for Captains of the
Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the—
MANAGER.
Hongkong, 24th October, 1902. [a343]

HOTEL CRAIGIEBURN.

PUNKETT'S GAP, THE PEAK, near the
Tram Terminus.
Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900. [a10]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL, Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply to the—
MANAGER.
Hongkong, 31st October, 1902. [a49]

THOMAS' HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

THIS Hotel, having changed hands, has
been re-fitted after the style of a First
Class European Hotel, with rooms en suite and
single, furnished with every regard to perfect
comfort and convenience. The Hotel is in very
close proximity to the principal Banks and
Shipping and Mercantile Offices.
MODERATE CHARGE.
For Terms, apply to the—
MANAGER.
Hongkong, 20th December, 1902. [a10]

THE QUEEN'S HOTEL,
ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.

A First-class Hotel with thirty-five very
Bedrooms

Board and Residence:—

By the day ... From \$5 to \$7.00

" month ... " \$90 to \$120.00

" for Married Couple ... \$180.00

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

PORT.

	Per Doz.	Per Bot.
quality, Red Capsule	\$16.00	\$1.40
C. FINE OLD VINTAGE		
superior quality, Black		
Seal Capsule	20.00	1.70
D. VERY FINE OLD		
VINTAGE, extra superior		
(OLD BOTTLED). Violet		
Capsule	27.00	2.25

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. GEO. G. SANDERMAN, SOHNS & CO. of London and Oporto, and are of the highest class:—

	Per Doz.	Per Bot.
DOURO	\$16.50	\$1.40
OLD TAWNY	24.00	2.00
INVALID	24.00	2.00
ESTRELLA	30.00	2.50
VERY OLD TAWNY	50.00	4.25
OLDEST and FINEST	60.00	5.00

A. S. WATSON & CO.
LIMITED,
THE HONGKONG DISPENSARY.

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Only communications relating to the news columns will be accepted for publication. All letters for publication should be written on one side of the paper only.
Non-anonymous signed communications that have a value in the news columns will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Lieber's
P.O. Box, 33. Telephone No. 12.

MARRIAGE.
On the 1st January, in London, Dr. H. BART J. W. BARTLE, elder son of the late John BUCKLE BARTLE, Ass't. Com.-Gen. to H. M. Forces, to AMY ELIZABETH SCOTT, daughter of the late THOMAS SCOTT, of Singapore.

DEATH.
On the 21st January, at Ipoh, Perak, JOHN HENRY, son of JAMES and DORA CRAWFORD, aged 1 year and 8 days.

The Daily Press.
HONGKONG OFFICE: 14, DE WATSON ROAD, C.
LONDON OFFICE: 121, FLEET STREET, E.C.
HONGKONG, 6th February, 1903.

The question of a universal language for the whole of the human race is one which has engaged the attention of a great number of theorists during the past, and many are the obvious advantages which they have been able to demonstrate would follow from the adoption of such a language by the world in general. They have even gone so far as to invent several such languages, and one of them, designated by its inventor "Volapuk," threatened at one time to gain many adherents. Yet, though it has a journal in the United States of America and is still supported to a certain extent in Europe, it has entirely failed to commend itself to business men—and it is, after all, by business men that the idea of an universal vehicle of conversation is chiefly needed. In the meantime there has practically come to be one business language for the world. Needless to say, this is English. It was recently pointed out that in the time of Queen ELIZABETH there were not so many English-speaking people in the world as there are now in London alone. Moreover, in the countries where there is still room for a great expansion of population, America, Australasia, and Africa, the language of the population is already fixed. In China the growth of a jargon which has at least more resemblance to English than to any other tongue is steady. It seems almost as if the question of the necessary language of international communication is settled without the need of an agreement between the peoples of the

world. This consummation has been effected in the first place by the colonising and conquering tendencies of the English race and secondly by the attractive and assimilative qualities of the United States of America. England began by spreading her language all over the world, the United States are finishing by bringing the emigrants of all nations to America, there to learn English in its most recent developments. So much is this so that no case can now be made out for any other existing language. It was once possible, no doubt, to hold that French had equal if not superior claims, but in spite (or perhaps because) of its superior subtlety, French has now no chance, and is rather losing ground than holding its own. German has not, as a language, the merits of French, and for all Germany's great growth of population her inhabitants find it increasingly necessary to learn other tongues. The Latin languages other than French have the defect of not belonging to a people increasing in worldly power. Russian can be dismissed at once, as practically unknown to the rest of the world. There is in fact no European competitor which can stand against the English tongue; and no one will seriously suggest any Oriental language. The choice of an universal means of communication narrows itself down therefore to one between English and such as Volapuk, which must at best be a monstrosity.

It cannot, however, be denied that there are very grave objections to English, and they will suggest themselves readily to all who have thought or read anything on the subject. The difficulty of learning has perhaps been exaggerated. Continental Europeans, it may be granted, find it difficult to speak English without a very distinctive accent. But does not an average German, for instance, speak French with a German accent as much, say, as an average Frenchman English with a French accent? The grammar is in many ways simpler than that of other European tongues. The real stumbling-block is the spelling, and the genuineness of this obstacle cannot be denied. As one of the principal requisites of an universal language is that it should be as a means of literary communication, practical men cannot minimise the drawbacks of the chaotic character of English spelling. The Americans have, with their usual vigour, attacked this problem and introduced numberless "reforms," some of which are phonetically sound, while others are the reverse. But the effect of this has been to make the confusion worse, for while the popular British Press has to a large extent followed the United States, many Americans on the other hand have not approved of the changes. A recent magazine writer advocated the formation of an Anglo-American academy to adjust the differences which have arisen. Unfortunately, even supposing that such an academy could persuade Englishmen generally to write "labor" instead of "labour" or Americans to write "traveller" instead of "traveler," the gain would be small. How could the academy in question assimilate in any way the modes of speech, say, of the Board schoolmaster and the Maunla journalist? The literary languages of England and the United States, it may be said, are not thus divergent, and though there is a tendency to diverge, an academy is just what would check this. But would the language brook a restraint which has never been put upon it before? The literary language might, but the language of business is not literary, and it is, as we have said, as a means of business communication that an universal language is chiefly desired. Though there seems to be no alternative to the English or Anglo-American language as the universal practical language, there are many obstacles still to its general adoption.

The Russian cruiser *Askold* left for Nagasaki yesterday morning, and H.M. cruiser *Argonaut* arrived from Mirs Bay and the French gun boat *Surprise* from Haiphong.

The ninth, tenth, and eleventh cases of plague in the Colony this year were reported during the day ending at noon yesterday, all the victims being Chinese. One body was found dead in the street in No. 8 District.

A meeting of the Hongkong Boat Club will be held to-night at six o'clock in the Cricket Pavilion to discuss the question of amalgamating with the Royal Hongkong Yacht Club and building a club-house on a new site.

The annual tea and meeting of the Hongkong Temperance Union was held on Wednesday evening, at the S. and S. Home, Arsenal Street. That it was such a success is greatly due to the generous donations by various ladies of the Colony, to whom hearty thanks are expressed.

The banks are closing at 11.45 a.m. each day of the races next week.

It is hoped to get up a match between Hills and Plains on the Cricket Ground on Saturday.

The return polo match between Hongkong and Kowloon takes place at Causeway Bay to-morrow.

In the Hockey Shield match yesterday the 14th Bombay L.I. beat the Hongkong Hockey Club First XI.

Cholera in the Philippines is evidently steadily working its way down south, for it has now reached Zamboanga and Jolo (Sulu). As a consequence all vessels arriving in Sandakan from the Philippines are subject to at least five days quarantine.

The Brough Co., on its way up to Hongkong, will give one performance at Singapore on the 9th inst., the play chosen being *Are you a Mason?* The comedy which Hongkong is looking forward to on the 17th inst.

Dr. Durham, who was one of the members of the Commission sent out from London to study beri-beri in Christmas Island some time ago, states that when he last heard from the island the number of cases had decreased more than 80 per cent. Beri-beri has almost disappeared from Kuala Lumpur goal. This, says the *Singapore Free Press*, is very satisfactory in view of the serious state of affairs that prevailed there a short time ago.

By kind permission of Major Roddick and the Officers, the band of the 33rd Burma Infantry will play the following selection of music in the King Edward Hotel to-night during dinner from 7.30 to 9.30:—
March..... "Marche Romaine,"..... Gounod
Overture..... "The Sapphire Necklace,"..... Sullivan
Selection..... "Three Little Maids,"..... Schubert
Song..... "Beloved, it is dawn,"..... Florence Arlwood
Selection..... "The Day Parisienne,"..... Ivan Caryll
Valse Lente..... "Dans Les Fleurs,"..... Berger
Extra.
Mazurka..... "La Contesse,"..... Translatour

We are informed that at the next general meeting of shareholders in the Club Lusitano, Ltd., which is to take place on the 9th inst. to pass accounts and elect a new committee, auditors, and balloting committee, the majority of those shareholders who signed the protest against the action of the directors in expelling Mr. Romano will not be present at the meeting, as they do not wish to participate in the election. We understand that these are the largest and most influential shareholders in the Club Lusitano.

The followers of Zoroaster, says the *Indian Daily News*, have cause to be grateful to Major Percy Sykes, British Consul at Kerman, in Persia, who has set on foot a movement from which great things may come. There are two main branches of the ancient Fire Worshipers, the Indian and the Persian. While the former is distinguished more than almost any other Asiatic community for enterprise, manliness, attention to education, freedom from social prejudices, and good citizenship generally, the Zoroastrians resident in Persia remain much as they were when the Persian emigration to Bombay first began. Yet they are the same race, the same faith, and the same physical and intellectual endowment. Major Sykes has some warrant, therefore, for conceiving that if the Indian branch cultivated closer personal relations with the unlighted racial stock in Persia, the influence and example of the regenerate might gradually raise the degenerate to an equal footing, political, commercial, and industrial.

The Sandakan correspondent of the *Singapore Free Press* writes:—The Norddeutscher Lloyd are very active presently in these waters. It would appear that the Singapore-Borneo steamers have not been paying too well, and attempts are now to be made to remedy this. Of the two regular steamers on this run, one will go on from Sandakan to Lahad Datu, and the other to Tawau. The first-named run, Lahad Datu, has been definitely decided upon, but the Tawau trip does not seem to be quite so certain, at time of writing. The reason for this is that the N.D.L. want the Chinese to guarantee them a freight of \$900 a trip, but the Chinese will make no contracts, as the local boats, belonging to the Sabah Co., run down there often, and lead themselves more to the convenience of traders. We hear the Sabah Co. has only just declared a 7½ per cent. dividend, the first for sixteen months; that would not appear to show that there was very much in the local trade here, certainly not enough to pay the N.D.L. to run on to Darvel Bay regularly.

Asked to say what were the books of his childhood, Mr. George Bernard Shaw, the versatile author, journalist, critic, and Borough Councillor, wrote:—I have no more recollection of my first book than of my first meal. I cannot recollect any time when I could not and did not read everything that came in my way. The two literary sensations of my childhood were undoubtedly the *Pilgrim's Progress* and the *Arabian Nights*. This shows that I was as good a critic in my infancy as I am now, though I could not then give such clever reasons for my opinion. I seem to have been born with a knowledge of the *Ancient Mariner* and *John Gilpin*. Also with an unaccountable recollection of Baron Trenck and his escapes from prison. I had to be encouraged by my mother to persevere at *Robinson Crusoe* until he reached the desert island, after which he carried me with him unaided. I acquired a very boyish (not childish) taste for Shakespeare from the snippets printed beneath Solow's illustrations. Children's books, from the accursed *Swiss Family Robinson* onwards, I always loathed and despised for their dishonesty, their hypocrisy, and their damnable dullness. My moral sense, like my literary taste, was sound.

"*Are longa vita brevitat*," remarks a Southern contemporary. Why not *are longitude*, wonder?

Mr. Hugh Clifford, C.M.G., is bringing out a new novel entitled *A Free Lance of To-day*. The book will be published by Messrs. Methuen this month.

The condition of affairs in Leyte, P.I., is summed up in the following headlines in a Manila paper:—Leyte suffers itself to be again tranquillized. Nine savages however turn up to be killed and one hundred more surrendered. Cholera quarantine reported cause of trouble.

In 1883 the gradual abolition of slavery in British North Borneo was provided for by proclamation. That enactment having done its work, another proclamation was notified on the 31st December last, declaring that no form of domestic slavery will in future be recognised in that Territory, all attempts to revive any form of slavery being dealt with under the Penal Code.

One Manila paper writes of another thus:— "Our evening contemporary is to be congratulated on having such an enterprising and well informed Washington correspondent as — His pertinent and interesting articles almost atone for the involved verbosity that appears in the editorial columns of the paper that is honored by receiving — his correspondence."

The American barque *Mathilde*, which arrived at Singapore from the Philippines on Friday, was a long way out of her course. She was on her way from Mindanao to Manila, and had got as far as Corregidor—the entrance to Manila Bay—and in fact was being towed in by a small tug, when the North-east monsoon began to blow strong, and proved too much for tug and vessel. Accordingly, after a vain effort to make Saigon, the barque blew to Singapore, about 1,500 miles farther away from her port of destination than she was two weeks previously.

ROYAL HONGKONG YACHT CLUB.
The 8th Club race will be sailed on Sunday next over Course No. 7. The 9th Club Race will be sailed on Sunday, 15th February, over course No. 3.

POLLARD'S LILLIPUTIAN COMPANY.

The *Belle of New York* was repeated last night by Pollard's Lilliputians at the Theatre Royal before another full house. The play ran even more smoothly than on the first night, and Miss Daphne Pollard was again the chief attraction in this excellent combination of talent. The Company will appear again to-night in the same place, and to-morrow *Paul Jones* will occupy the boards. The first matinee of the season will also take place to-morrow, the performance starting at 3.30.

MAY MEMORIAL PRIZE.

Police-Sergeant Walter Kent has been successful in winning this year the May Memorial Prize of £25. Last year he was a close second to Police-Sergeant J. J. Watt, who carried off the award and exalted in Chinese, a language in which Sergeant Kent was not quite so proficient. The prize, it may be mentioned, was presented for annual competition by the Hon. F. H. May as an incentive to useful study in ordinances, languages, and police work generally on the part of members of the Force below the rank of inspector. Sergeant Kent, besides perfecting his Chinese, also passed in Hindustani. The winner of the prize has choice between the £25 and a gold watch of equivalent value, and, following Sergeant Watt's example, Sergeant Kent, who is leaving for home on a holiday in a few weeks, has selected the watch.

FOOTBALL.

A match between H.M.S. *Pique* and H.M.S. *Ocean* was played at Happy Valley yesterday in the second round of the Hongkong Football Shield competition. There was a large crowd of spectators. As regards the physique of the respective teams there could be no two opinions, the "*Ocean*" being much the taller and speedier-looking lot as a whole. In the first half the *Ocean* representatives were almost continuously in their opponents' territory. They pressed hard and managed to secure one goal in spite of a stubborn defence, while the *Pique* failed to score. The second half was hardly contested and each side scored once, the game thus ending in a win for the *Ocean* by two goals to one. But for the excellent form shown by the *Pique* goalkeeper, the score against his side would doubtless have been larger.

The V.R.C. play the 78th Co. R.G.A. to-morrow, the 7th inst., at 4 p.m., in the first round of the Shield Competition, on the Hongkong Football Club Ground. The following will play for the V.R.C.:—
Goal, Fittcock; backs, R. Lapsley (capt.), G. Duncan; halves, J. Croik, J. Wicheell, and R. Henderson; forwards, H. A. Sath, A. Humphrys, E. R. Harton, H. S. Holmes, and H. N. Sayer.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Annam*, with the next French mail, will leave Saigon to-day, at 5 p.m., for this port.
The C.E.R. steamer *Empress of China*, from Hongkong and usual ports of call, arrived at Vancouver at 11 p.m. on the 3rd inst.
The S.K. C.R. steamer *Athenian* arrived at New York on the 4th inst.
The N.D.L. steamer *Danubius*, from Hamburg, left Singapore for this port on the 4th inst., a.m., and may be expected here on the 10th inst.
The P. & A. steamer *Indrapura* arrived at Yokohama on the 5th inst., a.m., and may be expected here on the 18th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.

VENEZUELA.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 4th February, 5.40 p.m.

HOPEFUL RUMOUR.

Mr. Bowen's alleged offer that Venezuela shall pay immediately whatever amount the Allies are willing to accept as a preliminary to arbitration by the Hague Court is generally regarded as distinctly improving the situation.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 4th February, 5.40 p.m.

THE NEAR EAST—TROUBLE IMMINENT.

Seven Bulgarian bands, six thousand strong, are preparing to operate in Macedonia this spring. The continued delay in the production of the Austro-Russian reform scheme is causing considerable uneasiness in Sofia. The *Times* fears serious trouble in the Balkans.

REUTER'S SERVICE.

LONDON, 3rd February.

DEATH OF EX-COMMANDANT PRINSELOE.

The ex-Boer Commandant Prinseloe is dead.

VENEZUELA.

Sir Michael Herbert has presented a counter proposal to Mr. Bowen from the allies, providing that two-thirds of the 30 per cent. of Customs dues at La Guaira and Puerto Cabello be handed to the allies and the remaining one-third to the other claimant nations.

LONDON, 3rd February.

INDISPOSITION OF THE KING.

The King is indisposed with a mild attack of influenza, and has been obliged to cancel all engagements for the week.

VENEZUELA.

Mr. Bowen has rejected the counter proposal of the allies and suggested reference to the Hague tribunal. President Castro, profiting by the prevailing feeling in America, is endeavouring to play off the latter against the allies, and apparently something resembling haggling is going on.

IRISH M.P.'S RELEASE FROM GOAL.
Messrs. W. Redmond, Roddy, and Roche have been released from goal with a considerable proportion of their sentences unexpired.

PRESENTATION OF RED CROSS.

At Government House yesterday afternoon H.E. the Governor, Sir Henry A. Blake, G.C.M.G., presented the Red Cross to Mrs. Crowlie, this order having been awarded to that lady for her services in tending the naval and military wounded at Tientsin during the troubles in the North. There was a good attendance of naval and military officers to witness the ceremony.

HIS EXCELLENCY, in making the presentation, said:—Mrs. Crowlie, I have asked for your presence to-day that I may have the great pleasure of handing to you the decoration richly earned by you during the most trying experiences of the siege of Tientsin in 1900. Finding yourself in the settlement, you volunteered your services in the most beneficent of all duties, the alleviation of suffering. After the return of Admiral Sir Edward Seymour's expedition you took entire nursing charge under Dr. Macnamara of H.M.S. *Endymion*, of a hospital with 57 sick and wounded men, and for four weeks you worked alone, day and night, not only the ordinary duty of nursing, but also doing yourself the necessary cooking. While others less capable were living in cellars, and the enemy's shells were being rained upon the town, the hospital itself being partially destroyed by shell-fire, you gave evidence of the highest qualities of our race, courage, devotion, and constancy. This was splendid service, and, and as the memory must be to you of the brave men whose dying moments were soothed by your tender care, yet that memory must retain also the elements of comfort and sweetness in the consciousness of the self-imposed duty of mercy fearlessly and gallantly performed. To-day are assembled here the representatives of every rank in the sister services, who fought and suffered side by side in that trying time, and in whose name I thank you for all your loving kindness to their brothers in arms in sorrow and suffering, to which such ample testimony has been borne by Captain Bayley of the *Aurora*, Doctor Macnamara, and others. In recognition of your valuable service the King has conferred upon you the decoration of the Royal Red Cross, and no distinction has ever been more gallantly earned. I esteem it a high honour to be the medium of conveying to you this Royal Red Cross as evidence of His Majesty's appreciation of your good work. I congratulate you upon receiving it, and in the name of all present I heartily wish you many happy years in which to wear it. (Applause.)

Mrs. Crowlie bowed her thanks, and the proceedings terminated.

HONGKONG SANITARY BOARD.

A meeting of the Board was held yesterday in the Board Room. Present:—Dr. J. M. Atkinson, Principal Civil Medical Officer (president); Hon. Dr. F. W. Clark, Medical Officer of Health; Hon. W. Chatham, Director of Public Works; Mr. F. J. Badley, Captain Superintendent of Police; Mr. E. Osborne, Mr. C. McI. Messer, Acting Registrar-General; Mr. Lau Chu Pak; and Mr. G. A. Woolcock (secretary).

SANITARY SURVEYOR'S REPORT.

The annual report of Mr. J. Bryan, sanitary surveyor, was laid on the table. The report showed that during the year 1902 plans had been deposited and passed for the drainage of 432 houses, and out of 1,453 such plans in hand during the year, 713 were carried forward to 1903. Of notices for repairs or additions to drainage arrangements 525 out of a total of 619 had been completed, leaving 94 to be carried forward. The drains and sanitary fittings of 63 buildings had been tested and reported on, and 22,678 houses visited by the drainage inspector and overseer, with the result that 2,026 drainage nuisances were discovered. The drainage inspector had also cleaned 3,352 choked drain-traps on private property. During the year certificates had been granted for 893 new houses and 1 addition—an excess of 102 over the number issued last year. The work of laying out the new plague cemetery at Cheung Sha Wan was proceeded with, and the majority of bodies dead of plague during the year had been buried there. In Caroline Hill Cemetery 10 new terraces were formed. The report was adopted, on the motion of the PRESIDENT, seconded by the Hon. W. CHATHAM.

THE BRIDGES OF HOUSES.

An application was considered from Messrs. Denison, Ram and Gibbs, architects, engineers, and surveyors, for exemption from reducing the bridges of six houses on Inland Lot No. 578 to a width of 3 feet 6 inches, on the grounds that (1) the alteration would involve a change in the positions of the doors at each end of the bridges, and (2) that the encroachment beyond the prescribed width of 5 inches was so small as not materially to affect the distribution of air.

On the motion of the PRESIDENT, seconded by Mr. BADELEY, exemption was granted.

A SIMILAR APPLICATION.

With reference to the bridges in the backyards of three houses on Haughon Inland Lots Nos. 195, 196, and 197, where it was stipulated by the Board, in recommending exemption from providing the open spaces required by the Ordinance, that the bridges should be reduced from 3 feet 4 inches to 2 feet wide, Messrs. Leigh & Orange, civil engineers and architects, stated in a letter to the Board that the width of the bridges in question had been reduced to 3 feet, and requested that, as they were built of concrete and iron and could not be further reduced, permission be granted for this width instead of the 2 feet originally granted.

Hon. Dr. CLARK explained the conditions under which exemption from providing open spaces was granted, and Mr. OSBORNE moved that the architects be asked to furnish an explanation as to why these conditions had not been complied with.

Hon. W. CHATHAM seconded, and the motion was agreed to.

MORTALITY STATISTICS.

During the week ended 10th January the death-rate in the Colony was 18.3 per 1,000 per annum, against 26.2 in the previous week and 17.1 during the corresponding period last year.

LINENWASHING RETURN.

During the fortnight ended 31st January 390 houses out of a total of 2,005 in the Eastern district were linenwashed.

RATS CAUGHT.

From 5th January to 2nd February 15,267 rats were caught in Victoria and Kowloon, and of this number 120 were infected.

RATS AND PLAGUE.

The PRESIDENT moved that the Board obtain authority to insert in the local papers advertisements reminding house-owners that rat-traps and bird-line could be obtained from the Secretary, on application. It was highly desirable at this season of the year to destroy as many rats as possible and to fill up the rat-runs with concrete. From the rat return it was evident that the percentage of infected rats had increased, and it was worthy of note that this should have occurred now seeing that six cases of plague had been reported within the past two days. The President thought it was not generally known that rat-traps could be got free of cost by applying to the Sanitary Board, and it was well that public attention should be drawn to the fact.

Hon. Dr. CLARK seconded the motion, which was carried.

MARKET STALL WANTED.

The Board went into committee to consider an application from Mr. G. W. Gegg, manager of the Horse Repository, Causeway Bay, for a stall in the Central Market for the supply and sale of milk.

The letter embodying the application was addressed to Mr. C. McI. Messer, Acting Registrar-General, who, in passing it to the Secretary of the Board, intimated that he did not recommend the granting of the application on the ground that there was no room in the market.

Mr. E. OSBORNE intimated:—"Turn out the tinned provision dealers. A milkman has much more right to be in the market than they."

After a short discussion as to the present distribution of the stalls in the Central Market, during which the idea was mooted of transferring the meat-stalls to the Praya and accommodating fruit-sellers at the Queen's Road entrance, for the convenience of Europeans as well as making less public the unloading of freshly-killed meat, the PRESIDENT moved that these persons keeping stalls for the sale of tinned provisions be given six months' notice.

and that some of these shall be utilised for the sale of fresh fruit and vegetables.

Mr. Messer seconded, and the motion was carried.

The PRESIDENT.—It is necessary to consider this application for a stall for the sale of milk?

Hon. W. CHATHAM moved that it be refused.

Mr. Messer seconded.

Mr. OSBORNE.—Can they sell the milk outside?

Hon. Dr. CLARK.—Yes.

Mr. Messer.—It is only a matter of paying higher rent.

The motion was carried.

FUMIGATION OF HOUSES.

Correspondence was laid on the table relative to the fumigation of the basements, etc., of a house in Kennedy Road and Macdonnell Road. This included letters from the occupants, some of whom were willing and others unwilling that the proposed fumigation should be carried out.

This was all the public business.

SUPREME COURT.

Thursday, 5th February.

IN ADMIRALTY JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE) AND C.M.R. EDWARD B. KIDDER, H.M.S. "ALBION" (ASSISTANT).

CHU LEUNG v. S.S. "HOI HO."

This was an action for damages arising out of the collision of the s.s. *Hoi Ho* with the stern-wheel passenger junk *Wo Li* which took place in the Canton River on the 7th March last and resulted in the sinking of the *Wo Li* with great loss of life.

Mr. E. H. Sharp, K.C. (instructed by Mr. Paget Hett of Messrs. Mcnulty & Brutton, solicitors), appeared for the plaintiff, and Mr. M. W. Slade, barrister-at-law (instructed by Mr. C. E. H. Davis of Messrs. Wilkinson & Grist, solicitors), was for the defendant.

In reply to a question by his Lordship, Mr. Sharp said that the plaintiff's junk was a boat propelled by a stern-wheel by cogwheels clinging to a pole with their hands and working the cranks of the wheel with their feet; sails were also used on the boat.

The petition stated that about daybreak on 7th March, 1902, the junk *Wo Li*, of which the plaintiff, Chu Leung, alias Chu Kwong, alias Cha Sing Un, was then part and is now sole surviving owner, whilst on a voyage from Sai Nam to Canton laden with a general cargo, and having on board about 110 passengers, was in the 'Lai Mei' branch of the Canton River, near Sipo Island. The wind at that time was light, the weather was fine and clear and the tide was ebbing with a force of about two miles an hour. The junk was heading in about a N.W. direction and was making about two miles an hour over the ground. A white masthead light and a white light on each side of the stern were exhibited and burning brightly and a good lookout was being kept on board of her. At that time those on board the junk observed the masthead light and the two sidelights of a steamship, which proved to be the *Hoi Ho*, on the starboard quarter of the junk at the distance of about one or one and a half miles. The junk kept her course and speed, the *Hoi Ho* in the meantime overtaking her. When the *Hoi Ho* was about 100 yards away from the junk those on board her saw there was a danger of collision and shouted out. The *Hoi Ho* though loudly hailed came on and struck the junk on the starboard side of her stern and did her so much damage that she immediately filled with water and with her cargo wholly lost; and three of the owners, eight of her crew and about 50 passengers were drowned. The plaintiff alleged that there was no proper lookout kept on board the *Hoi Ho*; that the *Hoi Ho*, though an overtaking ship, neglected to keep out of the way of the junk; that the *Hoi Ho* neglected to slacken her speed or stop or reverse or to do so in due time; and that the collision and the damages and losses consequent thereon were occasioned by the negligent and improper navigation of those on board the *Hoi Ho*. He claimed damages and costs, an account to be taken of the damage with the assistance of merchants.

The defendant in his answer to the petition stated that the British ship *Hoi Ho* was owned by Chua Woon and was of 601 tons gross register, carrying a crew of 30 all told, and at the time of the collision was on a voyage from Hongkong to Canton. At a little before 5.20 a.m. of the 7th March the *Hoi Ho* was in Canton River off Sipo Island about N. of the Tai Mei light and on that side of the channel which lay to her starboard. The wind was N.E. and light. The weather was overcast, but clear and at that time it was very dark. The tide was ebbing from two to three miles an hour. The *Hoi Ho* was heading about N.W., making about four knots an hour over the ground with her regulation lights duly exhibited and burning and a good lookout was being kept on board her. In these circumstances a vessel which proved to be the Chinese stern-wheel passenger boat *Wo Li* was observed at a distance of about 200 feet away on the port bow of the *Hoi Ho* without lights of any kind exhibited on her, whereupon the engines of the *Hoi Ho* were immediately stopped and then reversed full speed astern. Her whistle was blown and those on board shouted out to the *Wo Li* to keep on the port side of the *Hoi Ho*. The *Wo Li* did not keep on the port side of the *Hoi Ho* but endeavored to cross the bows of the *Hoi Ho*, and her starboard quarter came into collision with the stern of the *Hoi Ho*, whereupon the *Wo Li* heeled over, filled and capsized, many of her passengers and crew being saved by the *Hoi Ho*. The defendant alleged that the *Wo Li* did not carry or exhibit any lights, did not keep a proper lookout and did not

keep on her course and speed; that she improperly endeavored to cross the bows of the *Hoi Ho*; that the collision was caused by the negligence and improper navigation of those on board the *Wo Li* and was not caused or contributed to by any of those on board the *Hoi Ho*.

Mr. Sharp stated that there were special regulations in connection with the navigation of the Canton River which might be applicable here, but he thought the regulations which concerned the case were those involving the universal principles of seamanship.

Mr. Slade said the special regulations did not, in his opinion, apply, but agreed that the case was covered by the broad principles of seamanship.

Evidence was then led, and was continued until a late hour in the afternoon.

The Court adjourned till to-day.

POLICE COURT.

Thursday, 5th February.

REPORT MR. F. A. HAZELAND (POLICE MAGISTRATE).

FUGITIVE-POLICEMEN.

Li Kin, carpenter, and Ng Fat, of no occupation, were taking a walk in Samsui on a day or two ago, when they espied a gambling "school" operating in a lane. A bright idea struck the two friends—"Gambling is illegal, therefore why should not we masquerade as policemen and see what profit we can make out of the business?" So they trotted for the group, the carpenter with a police truncheon, which he had by some means become possessed of, in his hand. Arrived at the spot, they ordered the gamblers to stop, and thumped vigorously on the kerosene tin whereon the cards were being placed to enforce their commands. Then, it was alleged, the carpenter took a ring off one man's finger whilst his confederate appropriated all the money staking on the game. There was some doubt on this point, however, and it was not pressed against them when they appeared in Court. Suffice it to say that the gamblers entertained doubts as to the bona-fides of the two, and arrested them.

His Worship convicted them of assuming the name of officers of the police force, and fined each \$30 or six weeks. They went to prison.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

WITHOUT A LICENCE.

Wong Iu Fung and Tsau Cheung Tsau, sheriff and manager respectively of A. & S. Watson's branch shop at 373, Queen's Road Central, were charged with selling and permitting to be sold intoxicating liquors without an appropriate licence. Mr. J. S. Hareton, solicitor, appeared for the defendants, who pleaded not guilty and were remanded till Thursday, 12th inst., at 2.15 p.m. on bail of \$150 each.

RAILWAYS IN THE SUDAN.

Under the direction of Lord Cromer and the Sirdar, plans are being matured for the further opening up of the Sudan by means of railways. As officially announced, the first object will be to connect Khartoum with the Red Sea at Suakin. Irrigation is the great need of Egypt; railways are what the Sudan wants.

The shortest route to connect the Nile and Red Seas by Berber to Suakin along the ancient caravan route. This route is being surveyed, but is not likely to be chosen. The country between Berber and Suakin is largely arid desert, practically uninhabited, and presents serious engineering difficulties. Lord Cromer is understood to favour a line from Khartoum to Kassala, and thence North to Suakin. This line would follow established trade routes, would traverse fertile country, and would form an important link in the railway to Uganda and Mombasa. The completion of the Uganda line would mark a long step forward in the realization of the Cape to Cairo scheme, but its usefulness would be in no way dependent upon the finishing of Mr. Rhodes's project. The surveys ordered by Lord Cromer are expected to be completed this year, and a start made with the extension from Khartoum.

By Article V. of the New Treaty with Ethiopia, the Emperor Menelik grants the British and Sudan Governments the right to construct a railway through Abyssinian territory to connect the Sudan with Uganda. It is not, however, intended that the railway shall climb the Ethiopian table land, but as by the Treaty in question England has acknowledged as part of Abyssinia a considerable area stretching Westward almost to Nasser on the Sobat, the railway, to avoid the Nile swamps, will have to cross the newly-acquired territory of the Negus. The object of the concession to Menelik was to give him commercial access to the White Nile through some of its navigable affluents. The railway, when built, will therefore be of benefit to both nations.

Although there has been nothing in the nature of a survey for railway purposes, yet, owing to the work of Major H. E. Austin and others, the country the railway will cross is fairly well known. The line the railway will take has been already decided in outline. From Kassala it will run South to Gedaref, and thence to Roseires, on the Blue Nile. The cost of the construction of this section will be borne by the Sudan Government. From Roseires the railway, skirting the Abyssinian escarpment, will go South to Itang, on the Baro River. The Baro is an affluent of the Sobat. Itang is an Abyssinian settlement at the foot of the hills, and in its neighbourhood the Negus has promised to grant to the Sudan Government for commercial purposes a small enclave.

From Itang the line will be carried to Lake Rudolf, from the Southern extremity of which to the nearest point of the existing Mombasa-Victoria Nyansa Railway is about one hundred miles. The scheme is a bold one, but perfectly practicable, and there is no doubt that the plan here outlined will be carried to completion.

REVIEW.

Two On Their Travels. By ETHEL COLQUHOUN. London, William Heinemann.

Books by female globe-trotters are generally as vague and unreliable as those perpetrated by the males of the species—only more so; but this one is an exception. The authoress has observed as well as seen, and is sometimes amusing—even when she tries to be so, as she does too often. Many of her jokes are made at the expense of her "only husband" Andrew, who was, in this respect, her unfortunate fellow-traveller. Mrs. Colquhoun says in her preface that she is "unaccustomed to writing books." Why did she break so good a custom, for the coast parts of the Straits Settlements, of Borneo, of the Philippine Islands, and of Japan, which are the scenes of her travels, have often been described? More is to be learned that is fresh from her experiences on the Trans-Siberian railway. The authoress says in the same apologetic preface that the book is "not very well written and not at all well drawn." She means us to disagree with this, and we do, especially as the book is not long drawn out but as crisp and as short as the present unfortunately cheap-rate of paper and printing will allow. A book being "drawn" is scarcely English, but the expression refers to the many drawings in the work which were done by the lady herself. These are better than the letterpress which they well illustrate.

Mrs. Colquhoun graphically describes the state of the servant question in the Far East. "Andrew (like so many we know) began to expand as soon as he got out to the East, and, from being the mildest-mannered man that ever quitted before a 'post-office young lady,' became the imperious autocrat all over, and the Orientals liked and served him the better for it." We doubt this last assertion. "Getting information is Andrew's favourite occupation, and he has a real genius for it." Andrew has endowed his wife with some of this information as well as with the "worldly goods" that enabled her to travel, and now she is kind enough to pass it on to those who have worldly goods enough to buy her book, which, however, is not expensive.

WAS NAPOLEON EVER A BOY?

"The more I read of him, and the more closely I study his character, the more strongly I feel that in many ways he never was a thoughtful boy, or knew the pleasures of being young. His earliest portraits strengthen me in this conviction." Thus writes Viscount Wolseley in the *Pall Mall Magazine* on Napoleon Bonaparte's early years.

"His shoulders (in 1796) were still narrow and sloping; he was small in stature, with short legs and generally insignificant in appearance. His complexion was of a pale olive colour; his head was large and massive, and his extreme thinness caused this to look still bigger. His countenance was grumpy, and of a careworn expression. He had remarkably piercing eyes of greyish blue, and a big, well-formed nose. Long straight locks of very dark and much, curled chestnut hair hung upon his shoulders, after the unkempt fashion of the Republic. Care seemed already to have marked him for her own—the result probably of the misery of his school-days and of the abject poverty he subsequently endured when a subaltern in the army. But at the same time it must have been a face that would in any country have attracted attention from the impress it bore of ability and deep thought. His eyes seemed rather to search the thoughts and opinions of those he conversed with, than to reflect what was passing through his own brain. He was a great play-actor throughout the whole of his eventful life, and if he could not always divine what was passing in the minds of those he conversed with, he generally contrived, by a well-studied manner and the intense and searching gaze he turned upon them, to make them believe he did so."

Not the least interesting portion of Viscount Wolseley's article is that in which he attributes Napoleon's greatness to patient plodding. "No soldier ever applied himself more to the science of war than he did. He devoted himself to history, as from it he learnt the best and the greatest military lessons, and by a careful analysis of the campaigns of great commanders he was able to formulate precepts for his own guidance. To write about him at all is attractive; and in describing his commanding genius, even the most sober-minded of historians have been carried away not only by the absorbing greatness of their subject, but also by its alluring witchery. He is often described as a 'heaven-born leader,' but I confess to a disbelief in that species of man. Those who have had most experience in war, none more strongly than Napoleon, have left it on record that he who would command successfully should prepare himself for that duty by deep study. He himself—war's greatest master—wrote that the ambitious soldier should read and re-read the campaigns of the world's most renowned generals. Napoleon may have been a heaven-born leader, but it is certain also that he was a great student of military science and of military history."

"In recounting the names of the generals whose campaigns he recommended all officers to read, he left out that of Marlborough. Had he wished to recount the names of the great luminaries by which this world is lit, he might equally well have ignored the sun. It is easy to understand why he should—for personal reasons—omit the name of the famous Wellington; but that he should ignore that of Marlborough can only be accounted for by his hatred of the nation which caused his downfall, and which wrecked all his hopes for ever. We know that he was fully conversant with Marlborough's wars. Indeed, one of the works he took with him to St. Helena was Core's life of that great Englishman. This book Napoleon in St. Helena presented to the officers of the Lancashire Fusiliers, and it is preserved in their mess. Further, it is a curious fact that the only able and even read-able work upon Marlborough's campaigns was written by the express order of Napoleon when he was at the great camp he had established near Boulogne, to threaten England with invasion."

WIRELESS TELEGRAPHY.

I had the misfortune, or perhaps good fortune, writes the Halifax, N.S., correspondent of the *Times* on the 16th December, to be storm-stayed at Sydney, Cape Breton, for three days last week when attempting to reach Newfoundland at a particularly inclement season. The enforced delay gave me an opportunity to visit Mr. Marconi at Glace Bay, 16 miles from Sydney, the point where he is applying his final tests to the system by which he hopes to revolutionise communication around the world. The interest everywhere taken in his enterprise justifies some attempt at describing what there is to be seen at the station, where, with the assistance of the Canadian Government, the inventor is apparently working forward steadily towards the great end he has in view. The coast of Cape Breton at Glace Bay is not distinguished, as one might perhaps have expected of the place selected for such a purpose, by any marked elevation. The actual site of the station is a light promontory, not more than 70 ft. above the sea level. Here, at the angles of a square, the side of which is about seventy yards, four towers have been built up to a height of 215 ft. These towers are constructed of wood-work trellis, strengthened by bands of steel and strongly buoyed on all sides in beds of concrete. Wood is chiefly used, because structures of steel alone would subtract and absorb electric energy which ought to pass into the ether. The main purpose of the towers is to support a number of wires suspended in the air. About fifty of these pass up from the operating room to a cross wire stretched between two of the towers. This multiplication of wires is meant to secure a more powerful accumulation of electric energy, and upon this depends the distance to which the message can be propelled. The electric current is generated by alternators worked by a steam engine. The tension is increased by the use of transformers. The discharge of the accumulated current produces in the ether the electric waves which make the recording impression on the instruments at the receiving station. So far the external appliances of the station seem exceedingly simple. The machinery within the operating room only a technical expert could describe, even if it were right to do so. The lay observer has, however, ample proof of the great strength of the current used in the lightning flash which accompanies each movement of the operator's hand and in the sharp and continued concussion that follows, only to be compared to the rapid firing of a Maxim gun.

There has been criticism of the delay which has taken place in getting the appliances for transmission ready for work. But when one sees these appliances and considers the conditions under which they are being installed, the surprise is rather that so much has already been done. The instruments for sending messages, and those for receiving them, which have to be adjusted and attuned, are more than 2,000 miles apart. It has been necessary to provide an electric current of a higher potential than has ever been used before. Glace Bay is at the very extremity of Canada, remote from the centres of electrical manufacture, and therefore communication with these is slow. Every change or adaptation of appliance is, therefore, carried out under exceptional difficulties. Now that the necessary structures have been completed, a staff of five or six electricians and engineers is sufficient to carry on the tests. But their work is severe. Sixteen hours a day has been a common allowance of working time during the past month, and, as several of these hours are given to night work, the strain has been constant and trying. Nothing seems too severe, however, to the energetic group of young scientists whom Mr. Marconi has selected as his colleagues. Their confidence in their chief and in the ultimate issue of their work seemed complete; the disciplined skill with which they carried out the operations appeared to an outsider altogether admirable. The *Carlo Alberto*, in which, by the courtesy of the Italian Government, Mr. Marconi carried on his experiments last summer around the coasts of Europe, and, later, in crossing the Atlantic, still lies in Sydney Harbour, in spite of the cold weather, which must be trying to sailors accustomed chiefly to the Mediterranean. The *Marquis Solari* remains at the Canadian station representing the Italian Government, which has throughout shown the deepest and most practical interest in the development of the inventor's plans.

My opinion is not that of an expert; it may, perhaps, be better stated as an impression, and must be taken for what it is worth. But I came away from Glace Bay with the feeling that Mr. Marconi's modest confidence in his work will in the end be justified by results. Meanwhile, patience may still be necessary. The whole history of great inventions in the past proves how unreasonable is the demand of those who ask for proofs of final success at once. It may well be that the inventor has been himself too optimistic on this point. Partial success may be achieved almost immediately, but weeks, months, even years, may be required to bring the system to complete efficiency. At present the transmitting installation is most perfect at Glace Bay, where Mr. Marconi has spent the last few months. Faldra is more fully equipped for receiving messages. Before the system can be in full use for return messages this inequality must be remedied, and that will take time. Meanwhile, the possibility of sending clearly understood signals over the whole distance has, I believe, been fully established. It now remains to work out the methods by which this signalling may be made accurate and reliable at all times. There is no reason for disappointment if this process should be gradual; if energy and confident determination can attain the end more speedily an observer who has been allowed to watch the operations may at least vouch that these qualities are abundantly present at Glace Bay.

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FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

[39]

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OUR NAVAL WANTS.

In an article specially written for the January number of the *Naval League Journal*, Admiral the Hon. Sir E. R. Fremantle, G.C.B., C.M.G., deals in detail with "Naval Wants." Sir Edmund approves generally of the forward policy of the present Board of Admiralty, which, he says, is strenuously battling with the problems placed before them, and goes on to make a large number of suggestions for the improvement of the personnel of the navy. It is interesting to note that many of the changes urgently recommended by Admiral Fremantle have already been adopted in the memorandum issued a month ago by the Admiralty. We want more dockyards, he says, and it would be good policy to establish a new yard in the Humber, or elsewhere in the North Sea, and equip it with up-to-date machinery. In a former article Admiral Fremantle urged a great increase in the number of ships, and this he now renounces, asking for 3 more battleships and 137 cruisers, as well as auxiliary repair, distilling, coaling, and ammunition vessels. He condemns as extravagant the present system of keeping so many first-class ships in commission, and so few in reserve, and the same argument is adduced regarding the men, Sir Edmund holding that we have too many active service ratings of all classes and too few reserves, and if the present extravagant system continues the numbers will have to be increased by 25,000 in the next three years, to man all our ships. Sir Edmund pleads for a consistent naval policy, whatever party is in power, and for more direct responsibility. After quoting Weihaiwei as an instance of Admiralty vacillation, Sir Edmund concludes as follows:—"Naval efficiency must mainly depend on the Admiralty, which is the head of the service, as the officers and men, ships, and dockyards are its limbs; but even to deal shortly with Admiralty reform and organisation would need at least a complete article, so I will only direct attention to one or two points. I agree with Lord Charles Bessborough that we want more direct responsibility, and I have never been able to see why the heads of departments cannot make their independent official reports, as is done in democratic America. This no doubt is an important point, but it pales in importance before the necessity for a consistent and patriotic policy. Under our system of party Government, it is true, political and financial considerations must somewhat interfere with the intentions of even a patriotic and far-seeing Admiralty, but what I plead for as the bed-rock of naval efficiency is that whatever party is in power, and whatever the funds allotted to the naval service, we should keep the same goal in view, and follow a steady course."

"Let me give one or two recent instances of our aberrations. Weihaiwei is a crucial example of inconsistency. When we took over Weihaiwei, it was decided to make it a secondary naval base, and Mr. Goschen's Admiralty approved of its being fortified, but Lord Selborne's Admiralty decided that this was unnecessary, after some 80 per cent. of the defences had been completed. Let us compare this with German methods. When they took possession of Kiaochow I know that it would prove an expensive luxury if it was to be developed so as to make it of any value. Apparently they had counted the cost, for last year they spent over £500,000 on their new acquisition. Contrast this with our sudden unwillingness to spend £250,000 or £300,000 on Weihaiwei. Again, with regard to mercantile cruisers: in 1900-1901 we voted £65,000, for these necessary auxiliaries, the following year the vote was reduced to £6,500, to be again raised to the former amount this year, and next year, with the subsidy to Cunard, it will again be largely increased. These two instances should be enough, but I might refer to Admiralty inconsistency in naval education, which has been tinkered at and altered from time to time at short intervals ever since I joined the navy 53 years ago."

"What is the remedy? Clearly naval policy requires to be more consistently thought out, and followed to its logical conclusions. In Mr.

Arnold Forster's memorable words, there "is necessity for reinforcement of the intellectual equipment of the Admiralty." Strategically we require a War Lord, as Lord Charles Bessborough has pointed out, who should be the head of a large and really influential Intelligence Department, whose aims and objects should be published as far as is politically advisable. It is true that we have at present a hard-working, zealous Intelligence Department, presided over by able officers, but no one knows what advice, if any, Rear-Admiral Custance or Prince Louis of Battenberg have given or may give, and for all we know the First Lord may have acted in direct opposition to the views passed before him. Similarly as regards naval education or dockyards, the system to be followed should be the result of enquiry of competent officials, and their views when approved should be published and consistently carried out, subject only to alterations in detail, for a series of years.

"In conclusion, if I were asked what is the most urgent need of the navy, I should reply, 'A consistent naval policy, systematically carried out, with more direct responsibility of departmental officials, whether Admiralty heads of department or naval officers.' Without this all the efforts of the best of First Lords and Admiralty boards are as hay and stubble, liable to be burnt up by the first breath of criticism, and efficiency becomes a Tantalus-like dream."

AN ALARMING WATERSPOUT.

The following interesting narrative of a recent waterspout in Sandakan Bay and its disastrous results within the precincts of the Saw Mills is given by the *British North Borneo Herald* of the 3rd inst.:—"During a heavy downpour of rain at 4.30 p.m. on December 16th, a small waterspout suddenly appeared out of the mist approaching from a south-easterly direction. The column of water, which was about ten feet at the foot of the spout, struck the s.s. *A. J. Seranton*. The forward cabins bore the brunt, but, owing to their superior structure, sustained no injury, except a broken window. The bridge-awning, stanchions, and bulwarks, caught up in the whirlwind, were scattered in several directions, the canvas awning, screens and weather-cloth being awisted like rope round the mast. A life-buoy and two or three hand-mills were carried over to the saw-mill wharf, a distance of nearly 200 yards. One side-light was thrown to the stern of the vessel and the other dropped about 5 feet ahead of her. The whirlwind passed within a few feet of the *Budek* lying alongside the mill wharf, and in so doing apparently swept some heavy planks from the quay into the water."

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Jubilee	" 4 " Qts. 16.50 4.15
Do. do.	" 6 " Pts. 16.50 2.75
Munich, Dark	" 4 " Qts. 17.00 4.25
Do. do.	" 6 " Pts. 17.00 2.85
Hatz, American	" 6 " Qts. 28.00 4.70
Do. do.	" 10 " Pts. 29.00 2.90
Yebisu, Japanese	
Light	" 8 " 16.00 2.10
Yebisu, Japanese	
Dark	" 8 " 17.00 2.20

STOUT.

Ind. Coops & Co's	Doz.
Guinness, Boar's	Per 8 Doz. Pts. \$19.50 \$2.45
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12, QUEEN'S ROAD. [41]

NEW ADVERTISEMENTS
MUSIC COPYING.
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 Transcribing into any key can also be done.
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 A. M. C. S.
 Care of Daily Press Office.
 Hongkong, 6th February, 1903. [443]
HONGKONG BOAT CLUB.

NEW ADVERTISEMENTS
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 Apply by letter to—
 A. M. C. S.
 Care of Daily Press Office.
 Hongkong, 6th February, 1903. [443]
HONGKONG BOAT CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held, by kind permission of the Cricket Club, in the CRICKET PAVILION, at 6 P.M. (TODAY (FRIDAY), 6th FEBRUARY, 1903, at 6 P.M., for the purpose of receiving a Report of the Directors and the Statement of Accounts for the year ending 31st December, 1902, and for the election of Directors and Auditors.
 By Order of the Board of Directors,
 W. KERFOOT HUGHES, Secretary.
 Hongkong, 6th February, 1903. [445]
THE TUNJONG MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SIXTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Company, 13, Boscawell Arcade, on TUESDAY, the 17th FEBRUARY, 1903, at 11.30 A.M., for the purpose of receiving a Report of the Directors and the Statement of Accounts for the year ending 31st December, 1902, and for the election of Directors and Auditors.
 By Order of the Board of Directors,
 W. KERFOOT HUGHES, Secretary.
 Hongkong, 6th February, 1903. [446]
THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FOURTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 5th March, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1902.
 The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 5th proximo, both days inclusive.
 By Order,
 GEO. L. TOMLIN, Secretary.
 Hongkong, 6th February, 1903. [444]
RACE HOLIDAYS.

THE Undermentioned Banks will be CLOSED for the transaction of Public Business at 11.45 A.M., on TUESDAY, WEDNESDAY and THURSDAY, the 4th, 5th, and 6th instant, respectively.
 For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
 T. P. COCHRANE, Acting Manager, Hongkong.
 For the HONGKONG & SHANGHAI BANKING CORPORATION,
 J. R. M. SMITH, Chief Manager.
 For the NATIONAL BANK OF CHINA, LIMITED,
 GEO. W. F. PLAYFAIR, Chief Manager.
 For the MERCHANTS BANK OF INDIA, LIMITED,
 EVAN ORMISTON, Acting Manager, Hongkong.
 For the BANQUE DE L'INDO-CHINE, Hongkong Agency,
 G. MAYER, Acting Manager.
 For the YOKOHAMA SPECIE BANK, LIMITED,
 TARO HODSUMI, Manager.
 For the IMPERIAL BANK OF CHINA,
 E. W. RUTTER, Manager.
 For the DEUTSCH-ASIATISCHE BANK,
 H. FIGGE, Manager.
 For the RUSSO-CHINESE BANK,
 J. W. R. TAYLOR, Representative in Hongkong.
 For the GUARANTY TRUST COMPANY OF NEW YORK,
 E. F. GROS, Acting Manager.
 For the INTERNATIONAL BANKING CORPORATION,
 CHAS. R. SCOTT, Manager.
 Hongkong, 6th February, 1903. [449]
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.
THE Company's Steamship
"HAITAN,"
 Captain Roach, will be despatched for the above ports on SUNDAY, the 8th inst., at DAYLIGHT.
 For Freight or Passage, apply to—
 DOUGLAS LAFRAIK & CO., General Managers.
 Hongkong, 6th February, 1903. [441]
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"EMPIRE,"
 Captain McArthur, will be despatched as above on THURSDAY, the 5th March, at NOON.
 This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, &c., throughout the voyage.
 The Steamer is installed throughout with the electric light.
 A stewardess and a duly qualified surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to—
 GIBB, LIVINGSTON & CO., Agents.
 Hongkong, 6th February, 1903. [447]

NEW ADVERTISEMENTS

BOARD AND RESIDENCE.

FIRST-CLASS BOARD and RESIDENCE may be had at "TOWER HOUSE," overlooking New German Club, Calder Path.
 Hongkong, 6th February, 1903. [442]
WANTED.

A HOUSE, Six Rooms, Furnished or Unfurnished, for One Year or more, Detached, with Tennis Court. Half-way up the Peak preferred.
 Apply—
 "A."
 Hongkong Hotel.
 Hongkong, 6th February, 1903. [448]

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THEATRE ROYAL, CITY HALL.
UNDER VICE-REGAL PATRONAGE.

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LAST PERFORMANCE OF
"THE BELLE OF NEW YORK."
TO-MORROW NIGHT (SATURDAY), MONDAY AND TUESDAY, THE 7th, 8th and 10th FEBRUARY:
"PAUL JONES."
WEDNESDAY, THURSDAY & FRIDAY, 11th, 12th, 15th FEBRUARY:
"A GAIETY GIRL."
SPECIAL ANNOUNCEMENT.

THERE WILL BE ONLY TWO MATINEES THIS SEASON.
FIRST MATINEE, SATURDAY NEXT, AT 3.30 P.M.
"PAUL JONES."
SECOND AND LAST MATINEE, 14th FEBRUARY, AT 3.30 P.M.
PLANS NOW OPEN AT ROBINSON PIANO CO.
LATE TRAMS AND FERRIES DURING SEASON.
 Hongkong, 2nd February, 1903. [335]
HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.
A ONE DAY'S RACE MEETING will be held early in APRIL next, provided sufficient entries are received.
 Particulars and Conditions as to Programme will appear later.
 By Order,
 A. S. ANTON, Acting Clerk of the Course.
 Hongkong, 24th January, 1903. [337]
COMMISSION AGENT'S WANTED. A firm of Manufacturers and Shippers of Manchester (England) wants Agent on Commission in Hongkong. Agent preferred who has connections and some influence among the Buyers of White Shirtings, Cotton Spanish Stripes, Fast Black Shirtings, and Fancy Cotton Piece Goods. State full particulars, references and commission expected to "COTTON," Care of W. H. SMITH & SON, Advertising Agents, MANCHESTER, ENGLAND. [411]

WANTED.
ASSISTANT wanted for a General Store at Tientsin. Must be Experienced and have First-class References. Liberal Salary to a suitable young man.
 Apply to—
 L. TALLIEU & CO., Tientsin.
 Tientsin, 23rd January, 1903. [424]

CARTRIDGES.
IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.
ELEY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.
 WM. SCHMIDT & CO.
 Hongkong, 28th November, 1902. [1152]

ASK FOR
CORONATION CUP.
 A most delightful beverage just produced by a well-known firm in Manchester.

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 A draught of this stimulating refresher brings on quickly a sense of vitality and buoyancy that makes life worth living.

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 A celebrated beverage filled in Patent Cold-bottles as to avoid circular contamination of any kind, which the eastern bottles could not prevent, being decorated in their interior surface with a network of dirt, &c., through "scamping" of common workmen, especially Chinese.
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 Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash. AGENTS WANTED.
 15 to 25 per cent. Discount Allowed. [3199]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (FRIDAY), the 6th FEBRUARY, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road, SUNDRY HOUSEHOLD FURNITURE, BOOK CASE, WRITING TABLE and DESK CHAIRS, CROCKERY, GLASS and PLATED WARE,
 One PAIR'S PATENT LOG (Complete);
 One PINE ANEROID;
 One CROQUET SET;
 One FREE-WHEEL BICYCLE;
 Two JINICKSHAS;
 One SMALL BILLIARD-TABLE;
 &c. &c.
 TERMS OF SALE.—As Customary.
 V. I. REMEDIOS, Auctioneer.
 Hongkong, 4th February, 1903. [423]

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 7th FEBRUARY, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, A QUANTITY OF MISCELLANEOUS ARTICLES, Comprising:—
 NEW FELT HATS, BRACES, TIES, SOCKS, &c. &c.;
 Also
 AN ASSORTMENT OF JEWELLERY;
 And
 10,000 OF EGYPTIAN CIGARETTES.
 Terms.—As usual.
 HUGHES & HOUGH, Auctioneers.
 Hongkong, 5th February, 1903. [434]

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 7th FEBRUARY, 1903, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, A QUANTITY OF OLD Peking CURIOS, Comprising:—
 MING DYNASTY PORCELAIN, HONG HI VASES, SUNG DYNASTY BRASS and COPPER INCENSE BURNERS and VASES, LARGE COPPER BELL, SILK EMBROIDERED, MANDARIN'S CLOTHES, LACQUERED WARE, BAMBOO CARVINGS, &c. &c.
 Catalogues will be issued, and the Goods will be on view on Friday, P.M.
 Terms.—As usual.
 HUGHES & HOUGH, Auctioneers.
 Hongkong, 4th February, 1903. [415]

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 9th FEBRUARY, 1903, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Ice House Street, 40 DRUMS OF NO. 1 ANTI-CORROSIVE PAINT; And
 35 DRUMS NO. 2 ANTI-FOULING PAINT.
 Terms.—As usual.
 HUGHES & HOUGH, Auctioneers.
 Hongkong, 5th February, 1903. [435]

THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.
TO CONTRACTORS.

THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE, is prepared to receive TENDERS for the Construction or Completion of a NEW GRAVING DOCK at Keppel Harbour in Singapore, of the following dimensions, viz.:—
 Length..... 400 feet.
 Width at entrance, at sill level 56 "
 Depth on sill below H.W.O.S.T. 20 "
 as shown in the Drawings and described in the Specification.
 Specification and Plans of the proposed Dock may be seen at the Offices of the Company in Singapore.
 The Company does not bind itself to accept the lowest of any Tender.
 Tenders shall be for a cost payable in Singapore, in Singapore currency.
 Sealed Tenders addressed to the undersigned, will be received up to the 28th day of February, 1903.
 By Order of the Directors,
 W. G. NIVEN, Secretary.
 The Tanjong Pagar Dock Company, Limited.
 Singapore, 21st November, 1902. [3278]

PUBLIC COMPANIES
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE ORDINARY YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, New Praya, on MONDAY, the 23rd FEBRUARY, 1903, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1902.
 The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 22nd FEBRUARY, both days inclusive.
 By Order of the Board of Directors,
 GEO. A. CALDWELL, Acting Secretary.
 Hongkong, 3rd February, 1903. [420]
THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE CERTIFICATE of 8 SHARES numbered 5882/5889, standing in the Register of this Company in the name of Late E. EBERHARD, having been LOST, NOTICE IS HEREBY GIVEN that a Duplicate Certificate for the said 8 Shares will be issued one month hence and that the Original certificate unless produced within that period will thereafter be held by the Company as null and void.
 SHEWAN, TOMES & CO., General Managers.
 Hongkong, 2nd February, 1903. [425]

PUBLIC COMPANIES

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, TO-MORROW (SATURDAY), 7th FEBRUARY, 1903, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend, and electing a Consulting Committee and Auditors.
 The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 7th FEBRUARY, both days inclusive.
 STEWART, TOMES & CO., General Managers.
 Hongkong, 26th January, 1903. [364]
HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.
THE SEVENTY-THIRD ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, TO-MORROW (SATURDAY), the 7th FEBRUARY, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.
 The TRANSFER BOOKS of the Company will be CLOSED from the 24th of JANUARY to the 7th FEBRUARY, inclusive.
 By Order of the Board of Directors,
 T. ARNOLD, Secretary.
 Hongkong, 17th January, 1903. [281]
HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the REGISTERED OFFICES of the Company, Nos. 35 and 40, Queen's Road Central, TO-MORROW (SATURDAY), 7th FEBRUARY, 1903, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1902.
 The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 11th FEBRUARY, both days inclusive.
 JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 21st January, 1903. [322]
HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED, will be held at the COMPANY'S OFFICES in Bank Buildings, Victoria, Hongkong, TO-MORROW (SATURDAY), the 7th FEBRUARY, 1903, at 12.15 o'clock P.M., or so soon as the Ordinary Half-Yearly Meeting to be held at 12 o'clock Noon on that day shall be concluded, when the subject Resolution will be proposed. Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.
PROPOSED RESOLUTION.
 That the Articles of Association be altered in manner following—
 (a) In Article (79) the word "nine" shall be substituted for the word "seven."
 (b) In Article (85) the words "nine thousand" shall be substituted for the words "seven thousand."
 By Order of the Board of Directors,
 T. ARNOLD, Secretary.
 Hongkong, 17th January, 1903. [282]
THE PUNJONG MINING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 12, Boscawell Arcade, Victoria, Hongkong, on Monday, the 5th day of January, 1903, the following Resolution was passed:—
 "That in pursuance of the Special Resolution passed on the 11th day of November, 1902, and confirmed on the 27th day of November, 1902, a Call of Fifty Cents per Share be made upon all holders of Ordinary Shares in the above Company, and the same is hereby made. Each call to be paid to the Hongkong and Shanghai Banking Corporation, at their Promises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of February, 1903."
AND NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, interest at the rate of 5 per cent per annum will be charged upon all Calls remaining unpaid after the 9th day of February, 1903, up to the actual dates of payment of the same.
 Shareholders are requested to note that, upon presentation at the Office of the Company of the Bankers' Receipt for payment of the Call, and surrender of existing Certificates of the Shares pertaining thereto, new Share Certificates will be issued bearing an endorsement of the payment of the said Call.
 By Order of the Board of Directors,
 W. KERFOOT HUGHES, Secretary.
 Hongkong, 6th January, 1903. [175]
HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 14th day of FEBRUARY, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1902.
 By Order of the Court of Directors,
 J. R. M. SMITH, Chief Manager.
 Hongkong, 23rd January, 1903. [748]
HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER of SHARES of the Corporation will be CLOSED from SATURDAY, the 31st day of January to the 14th day of FEBRUARY (both days inclusive) during which period no Transfer of Shares can be registered.
 By Order of the Court of Directors,
 J. R. M. SMITH, Chief Manager.
 Hongkong, 23rd January, 1903. [349]

BANKS

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID-UP CAPITAL.....U.S. \$2,000,000 Gold
SURPLUS AND UNDIVIDED PROFITS.....5,180,000 "
" 57,180,000 "
HEAD OFFICE—NEW YORK.
LONDON OFFICE—33 & 35, Lombard St., E.C.
F. C. BISHOP, Manager, Eastern Department.
LONDON BANKERS—PARIS BANK, LD.
HONGKONG OFFICE—4, DES VEAUX ROAD.
General Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at the rate of 3 1/2 per cent.
On Fixed Deposits for 12 months 4 per cent.
" " " " " 5 " "
" " " " " 6 " "
" " " " " 7 " "
" " " " " 8 " "
" " " " " 9 " "
" " " " " 10 " "
" " " " " 11 " "
" " " " " 12 " "
T. P. COCHRANE, Acting Manager.
 Hongkong, 4th June, 1902. [112]

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL.....£ 324,37
HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq., C. EWENS, Esq.,
CHOW TUNG SHANG, Esq., J. LAUREN, Esq.,
Chief Manager, Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 Months Fixed.....5 1/2.
 Hongkong, 19th November, 1899. [21]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
 Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
DEPOSIT at 4 per cent. per annum.
 For the HONGKONG AND SHANGHAI BANKING CORPORATION,
 J. R. M. SMITH, Chief Manager.
 Hongkong, 1st May, 1902. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$4,750,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000
COURT OF DIRECTORS.
HON. R. SHEWAN—Chairman.
A. J. RAYMOND, Esq.—Deputy Chairman.
G. Balloch, Esq., D. Meyer Moses, Esq.,
Hon. C. W. DICKSON, H. Schubart, Esq.,
E. Goetz, Esq., N. A. SIEBS, Esq.,
G. H. Medhurst, Esq., H. E. Tomkins, Esq.,
C. Michelau, Esq.
CHIEF MANAGER: Hongkong—J. R. M. SMITH.
MANAGER: Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.
On Fixed Deposits.
For 3 months, 2 1/2 per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH, Chief Manager.
 Hongkong, 12th November, 1902. [19]

THE DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL.....Sh. Tael 5,000,000
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BEZELIN.
BRANCHES:
Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschow)
LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCH-ASIATISCHE BANK, LONDON AGENT
DIRECTOR DES DISCONTO GESellschaft.
INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
 H. FIGGE, Manager.
 Hongkong, 4th October, 1902. [24]

THE YOKOHAMA SPECIE BANK LIMITED.
ESTABLISHED 1860.
CAPITAL SUBSCRIBED...Yen 24,000,000
CAPITAL PAID-UP.....18,000,000
CAPITAL UNPAID.....6,000,000
RESERVE FUND.....8,310,000
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Peking Newchwang
LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED
PARIS BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per cent.
" " " " " 6 " "
" " " " " 7 " "
" " " " " 8 " "
" " " " " 9 " "
" " " " " 10 " "
" " " " " 11 " "
" " " " " 12 " "
TARO HODSUMI, Manager.
 Hongkong, 30th October, 1902. [478]

BANKS

THE CHARTERED BANK OF AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£250,000
INTEREST allowed on Current Account at the rate of 3 1/2 per cent. on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" " " " " 5 " "
" " " " " 6 " "
" " " " " 7 " "
" " " " " 8 " "
" " " " " 9 " "
" " " " " 10 " "
" " " " " 11 " "
" " " " " 12 " "
T. P. COCHRANE, Acting Manager.
 Hongkong, 4th June, 1902. [112]

INTERNATIONAL BANKING CORPORATION.
HEAD OFFICE—NEW YORK.
FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.
Capital Paid-up...Gold \$3,000,000...£616,500
Reserve Fund...Gold \$3,000,000...£616,500
LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
BRANCHES AND AGENCIES—LONDON, SAN FRANCISCO, MANILA, SINGAPORE, PENANG, SHANGHAI, YOKOHAMA, BOMBAY, CALCUTTA, AND RANGOON.
HONGKONG—TEMPORARY OFFICE PRINCE'S BUILDINGS.
 The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account or on Fixed Deposit at rates which may be ascertained on application.
CHARLES R. SCOTT, Manager.
 Hongkong, 23rd January, 1903. [330]

THE MERCHANTS BANK OF INDIA, LIMITED.
AUTHORISED CAPITAL.....£1,500,000
SUBSCRIBED.....1,125,000
PAID-UP.....582,500
RESERVE FUND.....50,000
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
On Fixed Deposits—
For 12 months.....4 1/2
" " " " " 3 " ".....3 1/2
" " " " " 6 " ".....3
" " " " " 9 " ".....2 1/2
" " " " " 12 " ".....2
EVAN ORMISTON, Acting Manager.
 Hongkong, 1st April, 1902. [122]

THE BANK OF TAIWAN (FORMOSA), LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)
AUTHORISED CAPITAL.....Yen 5,000,000
PAID-UP CAPITAL.....2,500,000
HEAD OFFICE: TAIPEI, FORMOSA.
HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street).
HONGKONG—INTEREST ALLOWED.
On current account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 per cent. per annum
" " " " " 6 " ".....4 1/2
" " " " " 9 " ".....4
" " " " " 12 " ".....3 1/2
S. SHIGENAGA, Agent.
 Hongkong, 2nd February, 1903. [394]

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1896.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL.....2,500,000
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
Canton Hankow
Chefoo Peking
Chinkiang Penang
Chungking Singapore
 (Tientsin).
 The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
 Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2 1/2 per annum on Current Account daily balances.
3 1/2 per annum on Fixed Deposits for 3 months.
4 1/2 " " " " " 6 " "
5 " " " " " 9 " "
5 1/2 " " " " " 12 " "
E. W. RUTTER, Manager.
 Hongkong, 1st January, 1901. [9]

DOCK No. 1 (at TATEGAMI).
 Extreme Length..... 523 feet.
 Length on Blocks..... 513 "
 Width of Entrance on Top..... 58 "
 Width of Entrance on Bottom..... 53 "
 Water on Blocks at Spring Tide 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
 Extreme Length..... 371 feet.
 Length on Blocks..... 350 "
 Width of Entrance on Top..... 66 "
 Width of Entrance on Bottom..... 53 "
 Water on Blocks at Spring Tide 22 "
PATENT SLIP

OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

JOINT SERVICES

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL...	"CHINGWO"	On 8th February.
GLASGOW and LIVERPOOL...	"MACHAON"	On 11th February.
GLASGOW and LIVERPOOL...	"NESTOR"	On 16th February.
GLASGOW and LIVERPOOL...	"ACHILLES"	On 19th February.
GLASGOW and LIVERPOOL...	"KINTUCK"	On 25th February.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 6th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON VIA MARSEILLES...	"TELEMACHUS"	On 10th February.
LONDON VIA MARSEILLES...	"PROMETHEUS"	On 17th February.
LONDON VIA GENOA...	"DIOMEDE"	On 3rd March.
LONDON VIA GENOA...	"MACHAON"	On 17th March.
LONDON VIA GENOA...	"GLAUCUS"	On 31st March.

LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL
LIVERPOOL VIA LONDON...	"DAIDANUS"	On 21st February.
LIVERPOOL VIA LONDON...	"KINTUCK"	On 20th March.

CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL
MAUSSELLES and ANTWERP...	"PYRRHUS"	On 28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.	"ACHILLES"	On 21st February.

The S.S. "CHINGWO" left Singapore on the 2nd inst., and is expected here on the 5th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th February, 1903.

[10-12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO...	"KWEIYANG"	On 6th February.
AMOI, FOCHOW and SHANGHAI...	"SZCHUEN"	On 6th Feb., at 4 P.M.
NINGPO and SHANGHAI...	"HUNAN"	On 8th February.
KOBE and YOKOHAMA...	"CHANGSHA"	On 11th February.
MANILA and ILOILO...	"SUNGKIANG"	On 12th February.
MANILA and ILOILO...	"TSINAN"	On 16th February.

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE.

CEBU and ILOILO

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th February, 1903.

[11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE, PORTLAND, OREGON
AND YOKOHAMA FOR
OPERATING IN
CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,899	A. E. Hollingsworth	February 25, 1903
"INDRASAMHA"	5,197	H. P. Craven	March 16, 1903
"INDRAVELLI"	4,899	W. E. Craven	April 16, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th January, 1903.

[14]

HONGKONG-MANILA.

Highest Class, newest, fastest, and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila Direct.	On 6th Feb., at Noon.
RUBI	2540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
PERLA	1890	J. McGinty		
DIAMANTE	1890	A. H. Netley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 29th January, 1903.

[17]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TAMSAI VIA SWATOW...	"DAIGI MARU"	SUNDAY, 8th February.
TAMSAI VIA SWATOW...	"DAIJIN MARU"	SUNDAY, 15th February.
FOOCHOW, VIA SWATOW...	"ANPING MARU"	WEDNESDAY, 11th February.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 4th February, 1903.

T. ARIMA, Manager.

[15]

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX.ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 9th February, 1903, at 1 P.M., the Company's Steamship "SALAZIE," Captain Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M., on the 8th February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 28th January, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM"

Captain Girard, will be despatched for the above ports on or about MONDAY, the 9th inst. For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th February, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG"

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 10th inst., at 10 A.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 3rd February, 1903.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL"

Captain C. D. Bennett, R.N.R., carrying His Majesty's Mails, will be despatched on this for Bombay, on SATURDAY, the 14th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 3rd February, 1903.

REGULAR
STEAMSHIP SERVICE TO NEW
YORKVIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"SHIMOSA" ... About 28th February.

"THORDIS" ... 15th March.

For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 4th February, 1903.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, BOMBAY, ADEN,
SUZ, and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"AUSTRIA"

Captain Colledani, will be despatched as above on TUESDAY, the 7th February, P.M.

The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,
Agents,
Princes' Buildings.

Hongkong, 5th February, 1903.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'S fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CANTON every fortnight.For Freight and further particulars,
apply toDODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

Hongkong, 4th August, 1897.

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UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"INDRADEO"

Captain Easterbrook, will be despatched as above on or about the 10th February.

For Freight, apply to

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 8th January, 1903.

NAVIGAZIONE GENERALE
ITALIANA.

(Florio and Rubatino United Companies.)

STEAM-FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"

Captain Belisio, will be despatched as above on FRIDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 3rd February, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP,
VIA GENOA.

THE Steamship

"GLENGYLE"

Captain T. Darke, R.N.R., will be despatched as above on WEDNESDAY, the 25th inst.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 5th February, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

DAILY Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2.30 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$2; return ticket, \$3.

3rd Class, \$1.

Steering, \$0.50.

Superior cabin accommodation.

Wharf at Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—

SAM WANG & CO., LD.,
81, Queen Road Central.

Hongkong, 31st January, 1903.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"MALTA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. India.

From Australia, ex s.s. Himalaya.

Goods not cleared by the 7th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 1st February, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"TIENT-SIN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 4th February, 1903.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIKE"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 29th January, 1903.

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NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "HONGKONG"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 2nd February, 1903.

OCEAN STEAMSHIP COMPANY,
LIMITED.

CONSIGNEES per Company's Steamer

"DIOMEDE"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 2nd February, 1903.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 6th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of lading will be countersigned by

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 4th February, 1903.

